

IN SECRET SESSION.

Dreyfus Hearing No Longer in Public.

Court So Voted Yesterday Before Adjournment.

The Prisoner Asserts His Innocence.

Col. Jouast Conducts Case Against Prisoner.

Rennes, August 7.—The proceedings of the court martial before which Capt. Dreyfus is on trial opened at ten minutes past seven o'clock this morning.

Capt. Dreyfus entered the court room with a firm step, though his features were pallid. He is partially bald and what hair he has is gray and close cropped. He answered the formal questions of the judge as to his name, age, etc., in a clear, determined voice. He sat facing the judges with his hands resting on his knees in an impassive figure.

The trial opened, so far as Rennes is concerned, in an atmosphere of perfect tranquillity.

At 7 o'clock M. Lator and Demange and Major Carrier with their assistants, took their seats, the witnesses followed. Then sharp words of command from the officer commanding the row of soldiers at the back of the court rang out: "Carry arms; present arms!"

There was a rattle of arms and a moment later Col. Jouast, followed by the other members of the court, walked on the stage and took seats at the table.

Col. Jouast and his colleagues were in full parade uniform.

Immediately after Col. Jouast was seated, he gave the order to bring in the prisoner. All eyes were then turned to the right of the stage where a door leading to the room in which Dreyfus was awaiting the summons.

Almost every eye but the most prominent officers stood on their feet. Some mounted on benches and to obtain a better view. There were subdued cries of "sit down" amid which the door opened and Capt. Alfred Dreyfus preceded by a gendarme emerged into the court room. His features were deathly pale and his teeth were set with a determined but not defiant bearing. He walked quickly, and ascended the three steps leading to the platform in front of the judges. There he drew himself up erect, brought his right hand sharply to the peak of his kepi, or military cap, giving the military salute.

The prisoner then removed his kepi and took the seat placed for him facing the judges just in front of his counsel's table and with his back to the audience.

Dreyfus, in a new uniform of captain of artillery, with red facings, fixely regarded the judges with an immovable face and without stirring hand or foot, scarcely moving his head, during the whole course of the proceedings except when he entered and left the court room.

After the formal proceedings which occupied a couple of hours, Col. Jouast began the examination of Dreyfus respecting the famous Hottel and what Dreyfus did with or could have known of its contents.

When Dreyfus, wearing glasses, rose from his seat, he stood erect holding his kepi in his hand before him. He looked at Col. Jouast straight in the face during the whole interrogatory. Col. Jouast began by saying: "It results from the documents just read that you are accused of having brought about machinations or held relations with a foreign power or one of its agents, in order to procure its means, by delivering its documents, indicated in the incriminating documents, to commit hostilities or undertake war against France. I notify you that you will be allowed to state during the course of these proceedings

anything that appears to you useful for your defense."

Dreyfus replied with a vehement declaration of his innocence, repeating several times "I am innocent" in a voice which quivered with emotion. The agonized manner in which he uttered his protestations of innocence had a most painful effect and must have evoked the sympathy even of his most avowed enemies. The prisoner grew more composed as the examination proceeded answering every question without a moment's hesitation.

Col. Jouast submitted Dreyfus to a rigorous examination, more in the style of a prosecuting counsel than a judge, and made gestures of impatience at some of the details which Dreyfus gave repeatedly to the judge's questions.

After the court had decided not to adjourn on account of the absence of certain witnesses, the clerk was ordered to read M. d'Orne's bill of indictment of 1894, which he did in a loud voice. Dreyfus in the meanwhile listening unmoved as the old charges against him were read.

Col. Jouast then addressed Dreyfus, stating adding as he handed the prisoner a long slip of cardboard upon which the dossier was pasted, "Do you recognize this document?"

Dreyfus replied, with a passionate outburst: "No, my colonel, I am innocent. I declare it here as I declared it in 1894, I am a victim." His voice here was choked with sobs. The voice of the prisoner reminded the cry of a wounded animal as he ended his reply with the words: "Five years in the galleys—my wife; my children; my God; I am innocent, innocent."

Col. Jouast said: "Then you deny it?" Dreyfus replied: "Yes, my colonel."

On the court proceeding to the roll call of witnesses, the most notable being Esterhazy and Paty d'Orde, he half turned his head towards the seats of the witnesses, especially when the clerk of the court called Esterhazy, but when no response was received, Dreyfus returned to his previous attitude, looking straight in front of him at Col. Jouast.

Altogether about 30 witnesses will be called on both sides.

Jouast: "Did you say 'if I handed over documents it was to have more important ones in return'?"

Dreyfus: "I asked for all means of investigation. They were refused to me. I was justified in hoping that at the end of two or three years my innocence would come to light."

Jouast: "Why three years?" Dreyfus: "Because a certain time is necessary to obtain light."

Jouast: "Had you an arriere pensee (after thought)?" Dreyfus: "No."

The examination of the prisoner was ended with a few minor questions and the court decided to sit behind closed doors, by five votes to two.

MOTORMAN ARRAIGNED.

Man Who Had Charge of Fated Bridgeport Car Charged with Manslaughter.

Bridgeport, Conn., August 7.—George Hamilton, the motorman of the ill-fated car which with its human freight plunged over the side of the big trestle on the Shelton Traction company's road, yesterday was arraigned before Justice Peck in the Stratford court this evening.

The charge brought against Hamilton was that of manslaughter. He pleaded not guilty and without having heard evidence of any kind, Justice Peck continued the case for one week and fixed the prisoner's bail at \$2,000. Hamilton was released soon afterwards and went to his boarding place. Hamilton would make no statement after the hearing.

DR. JOHN M. FLETCHER.

Belfast, August 7.—Dr. John M. Fletcher, a former mayor of Belfast, died this morning, aged 73 years. He was born in Limerick; received his medical degree at Bowdoin; was for several years a member of the city council, later an alderman, and mayor in 1897 and 1898. He was serving on the registration board and the Walden county pension examining board at the time of his death. He had held other offices of trust. He is survived by a widow, a daughter and a son.

THE WEATHER.

Boston, Aug. 7.—Forecast for Boston and vicinity Tuesday:—Fair, dry and cool weather Tuesday and Wednesday; light North to East winds.

Washington, Aug. 7.—Tuesday and Wednesday—New England—Fair Tuesday and Wednesday with continued moderate temperatures; fresh North-easterly winds.

LOCAL WEATHER REPORT.

Portland, Aug. 7, 1899.—The local weather bureau records the following: 8 a. m.—Barometer, 29.838; thermometer, 65; dew point, 60; rel. humidity, 59; direction of wind, NW; wind velocity, 6, state of weather, clear. 8 p. m.—Barometer, 29.853; thermometer, 65; dew point, 40; rel. humidity, 50; direction of wind, NW; wind velocity, 3, state of weather, clear. Max. temp., 74; min. temp., 58; mean temp., 66; max. wind velocity 13NW; precipitation—.24 inches, 0.

WEATHER OBSERVATIONS.

The agricultural department weather bureau for yesterday, Aug. 7, taken at 8 p. m., meridian time, the observation for each section being given in this order: Temperature, direction of wind, state of weather:

Boston, 73 degrees, NW, clear; New York 74 degrees, NW, clear; Philadelphia, 74 degrees, N, clear; Washington, 73 degrees, NW, clear; Albany, 70 degrees, NW, p. cldy; Buffalo, 70 degrees, N, cldy; Detroit, 64 degrees, NE, cldy; Chicago, 64 degrees, NE, p. cldy; St. Paul, 73 degrees, SE, cldy; Huron, Dak., 70 degrees, SE, cldy; Minneapolis, 63 degrees, SE, rain; Jacksonville, 80 degrees, SW, cldy.

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FAILED TO HOLD.

Ferry Slip Bolts Pulled Though.

Terrible Mt. Desert Disaster Explained.

With Bolts Gone Timber Was Not Strong Enough to Hold.

No Washers Used with the Bolts

Important Testimony Taken at Coroner's Inquest.

Bar Harbor, August 7.—The opening of the coroner's inquest into yesterday's frightful accident at Mt. Desert Ferry when 20 persons lost their lives and a score or more were badly hurt, has brought to the surface, as it were, an especially keen interest in the accident's cause. But interest does not lessen in the least the feeling of horror and sadness which spread over the entire community when the news of the disaster first went forward. A night of anxiety was followed by a day full of effort to determine if any other lives had been sacrificed and happily the suspense was not long. When daylight came, the waters under the wharf at the ferry were carefully inspected and as the tide receded men wandered about in the mud in search for traces of other victims. Divers were also at work in deep places, but the fears that the death list was greater than indicated last night, were not realized. On shore there was no less an effort made to relieve the sufferings of the injured who had been taken in to a nearby hotel. Several patients were sent to their homes and the several critical cases given the most careful attention.

Tonight only two persons are believed to be on the dangerous list, Mrs. George Brooks and Mrs. Melvin Davis, both of Ellsworth, who are suffering from pneumonia.

Among the injured who were sent to their homes in special cars were the following: Mrs. Mary Sweeney, Bangor, spine injured; Miss Nora McNamara, Bangor, back and chest; Mrs. James Dunn, neck and spine; Miss Lillian Daniels, Bangor, nervous shock; Miss Mary Shorton, Bangor; Mrs. George W. Weyler, Bangor; George Southard, East Hampden; Eugene Radley, Bangor.

The railroad officials during the early morning removed much of the broken slip and prepared the wharf for the continuation of traffic. The road's chief engineer, Mr. Dunn, made an inspection of the vicinity and fragments of the slip and secured statistics for use later on, when the accident is officially investigated.

From the hasty examination yesterday it appeared that the only support of the gang way was the timbers, but when the wreck was removed today it was seen that the first cause of the accident, apparently, was the pulling out of three one-inch iron rods, which ran the length of the gang way with bolts. Apparently the nuts had pulled through the ten inch string piece, throwing all the strain on the wooden girders. Then came the crash and the awful death struggle.

The coroner's inquest was to have begun early in the morning, but the absence of a stenographer delayed the proceedings, until afternoon, and then it proceeded slowly, as testimony had to be taken in long hand. Coroner D. L. Field of Ellsworth conducted the inquest. John E. Bunker, Jr., of Bar Harbor, county attorney of Hancock county, acted as clerk. Lawyer B. C. Addison of Bangor, who distinguished himself by his efficient work of rescue, appeared as attorney for several of the injured. The first witness examined was Capt. H. N. Fairbanks of Bangor. He stood beside the gangway near the outer end of the wharf, watching the people going aboard and speaking to those he knew. He said it was an orderly crowd, no unusual pushing, but the crush of a crowd of people all bent in the same direction, and anxious to board the boat.

A few may have jumped over the chains at the side to reach the ship quickly, but there was no roughness. Capt. Fairbanks said that an instant before the crash, he heard a slight noise above the rush of feet which he now believes was caused by the bolts pulling through the headpiece of the gangway. Then followed the crash of the breaking timbers and the fatal plunge.

Capt. Fairbanks' wife and daughter, who were with him, testified substantially the same, except that they did not hear any noise before the great crash. Both said no efforts were made by anyone to keep back the crowd from the gang way. All three of these witnesses believed that all the dead were drowned, not crushed in the fall, as the planks be-

ing thrown in for their rescue. No one was pushed in by the crowd on the wharf, for after the crash, all involuntarily drew back in horror from the opening.

Miss Ethel J. Stratton of Bangor, testified to the same effect. The most important witness was William A. Witham of Lisbon Falls, foreman of bridges for the Maine Central railroad, who built the gangway last June. He said the material for the gang way was not ordered by him, but was landed on the wharf for his use. His orders for the building of the bridge came from Superintendent James of the bridge and building department of the Maine Central. The gang-way was 37 1-2 feet long and 10 wide. The timbers were 3x12 inches, set vertically and crossed by two-inch planks. There were five of these beams running the length of the gang-way. These timbers were reinforced by three one-inch rods set in a hard pine cross timber at ten foot intervals. The rods were through holes made with a chisel, not augur, and were fastened on the outside by 2-3 inch nuts, covered flush with timbers. He was not an expert on quality of timber, but thought the material was good, and supposed the gang-way was strong enough to bear all strain that could be put upon it. He believed the accident was caused by the nuts on the iron rods pulling through the outer cross piece, and then the timbers were not strong enough to stand the extra strain thrown upon them. Asked why washers or plates were not put under the nuts, he said he built the slip as instructed.

The railroad's attorney, Mr. Chapman, arrived late in the afternoon and asked for adjournment for another day which was granted.

Following is the testimony of William L. Witham of Lisbon Falls and headquarters at Bangor, in full:

Q.—Are you the foreman of the construction of the slip that was broken yesterday?

A.—I am, sir.

Q.—State when the slip was built and if in your opinion it was thoroughly constructed.

A.—Completed June 4th, this year. I think it was thoroughly constructed as far as the workmanship. I constructed the slip as near my orders as I understood.

Q.—Should there not have been iron plates under the nuts in the ends of the iron rods?

A.—I think the circumstances now show that there should have been.

Q.—What in your opinion is the direct cause of the accident?

A.—My opinion is that the nuts drew through the timber, and as they did so, the slip kept settling, and the final collapse came at one instant.

Q.—How long and how wide is the slip, and how supported and constructed?

A.—Slip 37 feet, six inches long, 10 feet wide. Inner end, or head of slip, was constructed of four stringers, laid longer on each end than the length of the slip, the ends resting on the caps of the piling of the wharf, thereby forming the bins, the ends being rounded on the outside. The outer end of the slip was supported by three brass rods running the head timbers under two brass beams, 4x12, dividing the slip into three equal spaces, and covered with two inch square plates. There was a two inch plank put in between the stringers, set edgewise, for the purpose of stiffening the center of the covering, in order to run the rods through it.

The rods were 1-1/2 inches in diameter, of iron, and the ends upset to 1-3/4 inches, where the threads were. The upset end of the rods were about 1-1/2 inches in diameter. There were no plates or washers under the nuts.

Q.—Were the head timbers countersunk to the nuts in flush with the outer side of the timbers?

A.—The timber at the head of the slip and the other one were cut in but very little; not flush. The plank covering the outside of the timber was not let in flush with the timber.

Q.—How big an auger were the holes bored with?

A.—About 1 3/8 inches; I know we had to bore through the holes.

Q.—What kind of lumber was used in the stringers?

A.—I thought it was spruce.

Q.—How many persons, if they were crowded on it, could it hold, do you think?

A.—Have no idea.

Q.—Who gave you orders to construct the slip?

A.—P. M. Watson, superintendent of bridges and buildings, Maine Central railroad.

Q.—Did he give you orders as to the size of the timber to be used in it?

A.—I had nothing to do with the ordering of the timber.

Q.—Where did you find the timber when you did the work?

A.—On the wharf.

Q.—Are you acquainted with the different kinds of lumber, so you can state as to the quality?

A.—No, I could not state it according to the grading at the mill.

Witness was shown some timber to see if it was like that used in the construction of the gangway.

Q.—How far apart were the nuts turned on to the threads of the truss rods?

A.—The nuts were flush.

Q.—With what tools and how did you cut to set the nuts in the end timbers?

A.—With a mallet and chisel.

Q.—Why did you not put some washers under the nuts?

A.—I had none to put on. This was the reason, and then I did not think it was necessary.

Q.—How was the two-inch plank through the center secured?

A.—Secured with 30-penny nails. It was also resting on the brass beams. Secured in position by the nails.

Q.—Outside of the truss, it gave no support to the slip, did it?

A.—No, it was not put there for that purpose.

Hugh Chapman of Bangor, attorney for the Maine Central, arrived late in the afternoon and asked for adjournment for another day which was granted.

PRES. WILSON.

Interview With Maine Central's Chief.

His Story of the Disaster.

People Jostled, Pushed and Crowded.

Slip Had Been Strengthened Recently.

Theory of Cause of Accident Suggested.

Franklin A. Wilson, president of the Maine Central railroad, was in the city yesterday and surrounded by his general manager, George F. Evans and W. G. Davis, one of the directors of the company, was seen at the office of the railroad by a reporter of the PRESS.

President Wilson talked in an earnest and feeling manner about the great calamity which happened on his road on Sunday last and said that Monday morning he had visited the scene of the disaster and carefully inspected the surroundings.

Asked if he had any theory as to what most contributed to the disaster, in a most thoughtful manner he said in substance, that when it was known that the washers were to be at Bar Harbor on Sunday, the Maine Central made every arrangement to accommodate the large crowds along its line which it knew would most likely avail themselves of the excursion rates. Careful instructions were sent to all the employees of the road to do everything in their power for the comfort of the passengers and ample accommodations in the way of first class cars on arrival at the ferry. The trains moved with the greatest regularity and everything seemed to be going along like clock work and it was not until the early excursionists left the cars and began to cross the slip at Mt. Desert ferry that any trouble began. At this spot things took a most serious turn for no sooner had the people begun to leave the cars than a rush and a push commenced. They acted like a set of crazy people, jostling, pushing and crowding one another in their frantic efforts to reach the boats.

Mr. Wilson thought there was no necessity for this, for the company had all the water transportation that was required and a good deal more. The Sappho was at the slip and this boat could easily take on board 120 passengers and as a matter of fact the early excursion train from Bangor and places along the line had just about 60 persons. And besides the Sappho there was the Sebano, capable of accommodating 400 and if these two boats had not been sufficient another was in call on the Bar Harbor side.

Mr. Wilson said that the officers of the Sappho when they saw how the crowd was pushing, did everything in their power to check it. The mate and the crew tried to reason with the people and resorted almost to force to keep them back. General Superintendent McDonald was on the spot at the time and fearing trouble did the best he could do to avert it. In fact Mr. McDonald was directed the day before to be on hand and take a general supervision of things in that vicinity.

Despite all efforts on the part of the employees of the road to persuade the people to move in an orderly way the crowd surged on the slip and began to get on board of the boat with the wildest kind of a rush. It has been estimated that 300 people were packed together like sardines and it is likely that even with this number everything would have gone well had not a most singular movement on the part of the crowd taken place. Mr. Wilson says that just before the slip broke, for some unaccountable reason the people nearest the boat and at the furthest end of the slip were seen by bystanders to push backwards. The greater portion of the crowd, however, who were at the other end of the slip, continued to surge forward and thus created a very unequal strain, for we had, so to speak, two forces of moving humanity working along different and opposing lines and the resultant of both was a pressure on a certain spot in that slip which doubled it up like a jackknife. And when the break did occur the people at the shorter end and on the side of the steamer first dropped into the water and soon piling over them were the crowd from the longer section of the broken slip.

Being asked about the strength of the slip, etc., Mr. Wilson said that the company officers had always considered it strong enough to hold all the people that could get on it. In fact it had been re-

novated not more than two months ago with new timber, and yesterday morning when he was at Mt. Desert Ferry he carefully inspected the work and believed that it was as good and sound as any to be found. He could not give the dimensions of the chains, but they had always been considered heavy enough for any strain that might be put on them.

In closing his interview, Mr. Wilson said: "We feel that we have done everything in our power to care for the safety of our passengers and since the accident nothing has been left undone by us to relieve the sufferers. No pecuniary loss is weighing with us, it is the great calamity that has occurred on one of our lines to travel that gives us the most anxiety. We have spent a great deal of time and money to ensure the greatest safety of the travelling public and we feel that we have done it to the last degree. We know one thing that at the time of the accident all the employees of the road, trainmen, boatmen, etc., did everything in their power to save life and to make the loss of life and injuries to passengers as small as possible."

MR. GREENOUGH'S STORY.

How Mr. Sweetser Came to His Death Sunday.

Frank E. Sweetser and Edmund Phinney Greenough, clerks in the Maine Central general offices, went to Bangor on the noon train Saturday and, stopping in Bangor over night, left for Bar Harbor Sunday morning at 8.15 with the crowd of excursionists who met with the fatal accident and in which Mr. Sweetser was a victim, Mr. Greenough being saved after being in the water 15 minutes.

Mr. Greenough told the following story of his experience: "When we left Portland we were undecided whether we would go through to Bar Harbor and did not decide until we got to Bangor where we made up our minds to stay over night then and go to Bar Harbor on the early train in the morning, Sunday."

The train was made up of 13 cars and all were filled. Upon arriving at the ferry where the steamers are taken to Bar Harbor, all made a rush to get the first boat and we went along with the rest. Frank was just ahead of me when we got to the slip and must have been nearer the center when the crash came.

"The first I felt of anything wrong was a sinking sensation and then I struck the water, going down and it seemed as though I would never reach bottom. About this time I felt that I must get a breath of air and took a little short gasp and did not get any water in my mouth. Then I opened my eyes to find I was on top of the water."

"I got hold of a plank to aid me and looked around to see what I could do for others. Then I realized the magnitude of the accident. Some of the men acted like madmen, while most of them did everything they could to help those who were not able to help themselves."

"A large woman was hanging to a rope when another lady was pushed to the rope by a gentleman, whom I did not know. He was a blessing to a great many of the people who would surely have been drowned if it had not been for his heroic efforts."

"After he helped the women to the rope and turned to help another, a large, able-bodied fellow grabbed hold of the two women, who were holding on and attempted to climb up over them to the top of the pier."

"How it came out I do not know for I was swept under the wharf where I lay and climbed on it nearly exhausted. I managed, however, to help one or two ladies on to the log, one woman was almost crying with fright. She was the only one I heard make any outcry."

"After about every one had been taken out that was afloat, we were rescued. Just before I went under the wharf I saw some of the rescuing party take a map out of the water and I supposed it was Frank Sweetser as I didn't see his face, only saw his blue trousers and tan shoes."

"After looking around and not finding Sweetser, I took the boat for Bar Harbor, but could not find him there. On my way over I went down into the engine room and got partially dry. I got a change of clothing in Bar Harbor and put my clothes which I wore during the accident in a grip which I borrowed, for I had lost mine overboard."

"After getting the change I went back by the first boat to Mount Desert Ferry and made further enquiries about Frank. Shortly after this I saw Mr. McDonald and gave him Frank's description, and then I learned he had been drowned. This gave me a greater shock than going through the catastrophe of the forenoon."

"I found Frank's body and, as the undertaker said, he could be handled better in Bangor. I was advised to have him taken there, and I did."

"I never witnessed nor desire to see such a terrible affair again. It was simply beyond explanation. I do not know whether the slip broke, or how it happened. I think, however, that Frank was hit by a plank or kicked by some one, for he had a bruise on his head which in all probability stunned him and caused him to drown."

"He was in good health, strong as a lion and could swim like a fish, so you see he was able to help himself, unless he had been hit with a plank or something else."

"The people and especially the men belonging to the steamer did wonders and how it was that more were not drowned I cannot understand. The wharf or slip was packed and there must have been 300 persons thrown into the water. My watch stopped just at 10.27."

MR. THOMPSON'S STORY.

A Portland Man Who Narrowly Escaped With His Life.

Mr. Frederick M. Thompson, Lincoln

Continued on Sixth Page.

RETURNED TO LIFE.

Missing Nashua Man Found in Portland.

Had Been Working Here Under Assumed Name.

Went to Hospital For Critical Operation.

Then He Disclosed Identity and Family Was Sent For.

Mourning for a dead by his family and friends for two months, O. S. Greeley of Nashua, N. H., was found on Sunday at the Greeley hospital in this city hovering between life and death as the result of a critical surgical operation. His wife in her widow's weeds, his son and a sister whom he had not seen for fifteen years came here and grouped around his bedside, rejoiced that the man had been

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In conclusion, I will say that I hope this board will take action for the erection of a new schoolhouse as a monument to good judgment of the city government of 1899.

Alderman Merrill spoke in reply to Mr. Lameson. He said, in substance:

I don't know as I have any particular

prove from the first dose. By the time she had taken eight or ten bottles she was cured, and it was the cause of a large amount being sold here. I think the 'Golden Medical Discovery' is the best medicine the world has for lung trouble. My wife is now using the Favorite Prescription for 'turn of life.'

Feel cranky? Case of constipation. A man or woman who neglects constipation suffers from slow poisoning. Dr. Pierce's Pleasant Pellets cure constipation. One little "Pellet" is a gentle laxative, and two mild cathartic.

Mr. Goudy offered an amendment to requesting the electric railroads operating cars in Portland to put a suitable guard on their cars to prevent people being run over in the city streets. The resolution was finally referred to the committee on engrossed bills by both boards.

Mr. Connolly raised the point whether or not the appropriation passed by the City Council for \$15,000 for the Pa-

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TERRIBLE STORM.
Kingston, Jamaica, August 7.—The island of Dominica, in the Leeward Islands, reports that a terrific cyclone was sweeping over there this afternoon, travelling west northwest and heading for Jamaica. Shipping along the threatened area received timely warning by the American weather bureau at St. Johns.

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The captain of the Kaiser's yacht is said to be coming over to help sail the Shamrock in the races with the Columbia. Here at last is an overt act by William.

Mr. Bryan's talk on the subject of imperialism is amusing. The treaty of peace confirmed us in possession of whatever sovereignty Spain had, and it may be said that Mr. Bryan's influence was the controlling force that finally turned the tide in favor of ratifying the treaty. Now he calmly turns around and lays the whole blame on the Republicans.

Of the accident at Mt. Desert Ferry little can be said except in expressions of sorrow for the fate of the victims. An official investigation will probably reveal more clearly the causes of the accident, and may determine the responsibility. Before such investigation any expressions of opinion must necessarily be founded on an imperfect understanding of facts.

Northern New England was likely to be relieved of the nuisance of smoke and cinders on railroad trains much sooner than the more populous and wealthy southern portion. President Tullie has introduced the use of coke-burning engines on the Boston & Maine, and for a time at least has secured all the coke to be used at reasonable rates. This leaves the great Southern New England railroad system to go along on the old smoky basis.

Hon. Seno E. Payne, of New York, chairman of the Ways and Means committee of the House of Representatives, and Mr. Hingley's successor also on the joint commission on the Alaskan boundary, do not consider the Canadian talk of trouble worthy consideration. The speech of Sir Wilfrid Laurier did not, in his opinion, indicate any idea of war on the part of the Canadian statesman. This is the view everyone on this side of the line takes. The relations between Canada and the United States are about as close and cordial as they are between Calais and St. Stephen, which years ago swore perpetual amity, no matter what might happen between America and England.

The great prosperity which the West has been enjoying recently is reflected in such an abundance of money in that portion of the country that it has not been found necessary to come to the East this season for the customary loans. This has been hailed as a sign of the financial independence of the West. One of the Chicago papers points out, however, that this independence is yet in its primary stages, and that the control of capital is largely in the East. One of the facts proving this is that in Illinois alone the premiums paid on "old line" life insurance in 1898 are stated as \$18,621,000. The companies receiving these premiums held \$1,600,000,000 of assets, partly drawn from the west. Such ability to control capital is one of the advantages of old and thrifty countries. England and Holland have it among nations. It is the result of the stored up fruits of the labor of generations. The West will enjoy it in due time, but she must wait.

The friends of prohibition often urge that, while the enforcement of the law is unsatisfactory, there is the same difficulty with license laws and other enactments for regulating the liquor traffic. That there is some truth in this is shown by the fact that a strong and well-managed league of citizens is now finding abundant opportunity for work in the State of Rhode Island in detecting and bringing to justice violators of the license law, especially Sunday liquor sellers, druggists and tavern keepers. Of course it is very difficult to make comparisons between the relative achievements of laws in fulfilling their purposes, since it is necessary to take into account so many different conditions. Rhode Island has a very different kind of people from Maine and were both under prohibition, or both under license, there might and probably would still exist a wide difference between their respective relations to the liquor traffic. But on a casual view at least, it seems certain that there is much trouble enforcing all kinds of liquor laws, whether mild or drastic.

Admiral Dewey has taken pains to state that so far as he has observed there is no ill will against the United States in Europe. A great deal of the talk of unfriendliness of foreign nations is undoubtedly made by interested parties for purposes of their own. When John C. Calhoun as agent for the slave-holding oligarchy, wished the acquisition of Texas and an embroilment with Mexico, he ineffectually cultivated the idea that if we did not intervene England would. Again when the annexation of San Domingo was urged it was said that England would take the island if we did not. Well, San Domingo was not annexed, and England has not taken the island. The same argument was used in the case of Hawaii with more success, but probably with not a particle more foundation. National prejudices, like neighborhood prejudices, are often fostered from motives of inter-

est. The citizen cannot always detect the motive, but he can always use his prerogative as a man of common sense, and refuse to countenance embroilments with a neighbor except for adequate, well-authenticated reasons.

Miss Lillian Clayton Jowett, who has gone into the anti-lynching crusade with such vigor, has carried out her declared purpose to bring to the North the family of the late Franz B. Baker, negro postmaster at Lake City, S. C., who was murdered by a mob of white men in February, 1898. Mr. Jowett's object in bringing this family north is of course to stir up public sentiment against the outrages of savagery in the South. The assault on the postmaster at Lake City was inexcusable from every point of view. The ordinary lynching for the violation of woman has a provocation which a civilized and even an enlightened man can understand. We can feel in regard to these matters that the people of the South are in a very hard place and are deserving of sympathy as well as condemnation. But to assassinate a man brutally because he has attained an office which you do not wish him to have is an act six hundred years behind our times. There is no excuse whatever for it. And yet, it is hard to see what good can be done in parading the victims of the outrage through the North. It may stir to greater efforts and more courageous actions the better elements of society in the South; but it may stir up the other class to bitter defiance. The truth is, the question of the negro and the white man at the South is a long, slow question of civilization. Not in one year or a hundred will be wiped out the results of placing two races side by side, one inferior to the other. There is a great deal of sentiment about the good that a superior race can do for an inferior one. There is a certain portion of the superior race who are philanthropically disposed; but it may be doubted if the mass of the superior race is actuated by any such emotions. It is bent on its own battle for existence, and won't to the interests of the inferior people if they cross the pathway of their imperial superiors. When Abraham Lincoln said that no man was good enough to rule another he uttered a deep philosophic truth which is refreshing in these days when there is so much swaddle about doing good to other people by wholesale and all at once. In the ruler ages a pious king could convert a people hundreds at a time by driving them through a river and calling it baptism. Today the patient missionary plants and tends the seed, and lets it grow and bear fruit in Providence's own, slow time. In the same way proper relations will be established between the races in the South. As the tide of improvement rises many of the shoals that are now so offensive will be covered. In no other way will they be removed.

PERSONAL AND PECULIAR.
THE PIES THAT MOTHER MADE.
When I was but a boy
Their memory dear shall never fade,
But live to give me joy
I see her now with piling stool
And wooden rolling-pin
I see her by the oven kneel
And place them in a tin;
And when she placed them out to cool,
Ah, they twined round me.
They meant six days away from school,
Besides the doctor's fee.
—Chicago News.

San Francisco has raised some \$3,300 of the desired \$100,000 for a monument to Admiral Dewey to be set up in that city. Now it asks the rest of the state of California to help make up the fund.
In France, if a person dies leaving insufficient money to pay the debts, the doctor's bill is settled first, and then the rest of the deceased's liabilities are dealt with.

The Siamese have so strong a superstition against even numbers that they will have none of them. The number of the rooms in a house, of windows or doors in a room, even of rungs of a ladder, must always be odd.
The annual reunion of the Society of the Army of the Cumberland was not held last season, as many of its prominent members were engaged in the war with Spain. This year's meeting is to take place at Detroit, Sept. 26 and 27.
A curious watch has been brought out in France. The dial is transparent, but there are no works behind it, and the hands appear to move as if by magic. The secret lies in concealing the works at the edge of the case, and communicating the motion to the hands by means of a glass disk.

An American, who was in Venice when the news of the destruction of Admiral Cervera's squadron came, and who could not make out the Italian account very well, took the paper to a certain professor who speaks almost perfect English, and asked him to translate it. The professor did so in excellent style, until he came near the end, when, with a little hesitation, he read: "And the band played 'The flag with the stars on it' and I will be very warm in the city this evening." It was about a minute before the American recognized the last piece.

Ex-President Dwight and President Hadley of Yale were returning home from the last annual alumni dinner, when they were caught in the rain. Prof. Hadley had an umbrella with him and President Dwight did not. Prof. Hadley, of course, wished the retiring president of Yale to protect himself from the rain, but President Dwight declined to rob

Spain's Greatest Need.
Mr. R. P. Oliva, of Barcelona, Spain, sends his winters at Aiken, S. C. Weak nerves had caused severe pains in the back of his head. On using Electric Bitter, America's greatest Blood and Nerve Tonic, all pain soon left him. He says this grand medicine is what his country needs. All America knows that it cures liver and kidney trouble, purifies the blood, tones up the stomach, strengthens the nerves, puts vim, vigor and life into every muscle, nerve and organ of the body. If weak, tired or ailing you need it. Every bottle guaranteed, only 50 cents. Sold by H. P. Starr, 577 Congress street, and H. G. Starr, Cumberland Mills druggist.

A Frightful Blunder
Will often cause a horrible burn, scald, cut or bruise. Bucklen's Arnica Salve, the best in the world, will kill the pain and promptly heal it. Cures Old Sores, Fever Sores, Ulcers, Bolls, Felsons, Corns, all Skin Eruptions. Best Efficure on earth. Only 25c. a box. Cures guaranteed. Sold by H. P. Starr, 577 Congress street, and H. G. Starr, Cumberland Mills druggist.

Prof. Hadley of his umbrella. Prof. Hadley, however, insisted, and his arguments became so energetic that finally President Dwight turned and said: "See here, Hadley, this is my reign supreme. Your reign doesn't commence until to-morrow." President-elect Hadley allowed the president of Yale to have his own way on the last day of his administration.

The board of pension appeals has just decided one of the most remarkable cases ever before the pension office. In 1897 Mary E. Resser filed an application for a pension, as the widow of Charles W. Resser, late sergeant of Co. H, 37th Illinois volunteer infantry. Charles and Mary Resser were married in 1871, and were divorced in 1895. They were remarried in 1896, and it was on the interesting points involved that the pension office made its decision. Applications for pensions were also made in behalf of two minor children of the pair, under 16 years of age at the time of their father's death. The board held that the second union was not a continuation of the first, and that Mrs. Resser lost her right to a pension by marrying her former husband after 1895. In that year a law was passed expressly excluding from participation in the benefits such widows as have married the soldiers on account of whose death the claim for pension is made subsequent to the date of its passage. The children also lost their pensionable status when their father and mother remarried in 1896.

For chafing-dish and invalid cooking.



LIEBIG
Company's Extract of Beef
Gives strength and delicious flavor to soups and stews, and makes delicate sauces instantly. Genuine with blue signature.

COMMISSIONERS' NOTICE.

CUMBERLAND, ss.
Gorham, Me., July 24th, A. D. 1899.

We the undersigned, having been duly appointed by the Honorable Henry C. Peabody, Judge of Probate within and for said County, Commissioners to receive and decide upon the claims of the creditors of

STEPHEN HINKLEY, late of Gorham, in said County, deceased, whose estate has been represented insolvent, hereby give public notice that six months from and after June 12th, 1899, have been allowed to said creditors to present their claims, and that we will attend to the duty assigned us by the office of John A. Waterman, in said Gorham, on October 11th, November 11, and December 11th, 1899, at 2:00 of the clock in the afternoon of each said day.

JOHN A. WATERMAN, Commissioner.
EDWARD W. GUFFEY, Auditor.

Merrill Bros. & Co.,
FIRE INS. AGENTS.

Represent a strong line of companies. You will be served most satisfactorily if you do business with them.

CORNER OF
Middle & Union Sts.,
Under Falmouth Hotel.

Dissolution of Partnership.
The partnership heretofore existing between S. F. Hunt and F. H. Verrill, under the firm name and style of Hunt & Verrill, for the purpose of carrying on a general grocery and provision business with branch stores, one at 64 Middle street, and one at 100 Middle street, Portland, Me., is this day hereby dissolved by mutual consent.

Mr. S. F. Hunt will continue the business at the Middle street branch, and will pay all bills owing by and is hereby authorized to collect and receipt for all accounts due to said firm for account of said Congress street branch.
Mr. F. H. Verrill will continue the business at the Congress street branch, and will pay all bills owing by and is hereby authorized to collect and receipt for all accounts due to said firm for account of said Congress street branch.
S. F. HUNT,
F. H. VERRILL.

AugidawitWn

For Women.

Dr. Tolman's Monthly Regulator has brought happiness to hundreds of anxious women. It is a powerful and other remedy known to medical science, that will so quickly and safely do the work. Have never had a single failure. The longest and most obstinate cases are relieved in 3 days without pain. No other remedy will do this. No pain, no danger, no interference with work. The most delicate cases successfully treated through correspondence, and the most complete satisfaction guaranteed in every instance. I relieve hundreds of ladies whom I never see. Write for further particulars. All letters truthfully answered. Free consultation advice in all matters of a private or delicate nature. Bear in mind this remedy is absolutely safe under every possible condition and will positively leave no after ill effects upon the health. By mail, securely sealed, \$2.00. Dr. E. M. TOLMAN CO., 10 Tremont St., Boston, Mass.

EYES TESTED FREE

We have made this a special branch of our business and can give you glasses of any description.
If glasses warranted or money refunded.

MCKENNEY the Jeweler,
Monument Square.

CLOCK REPAIRING.

WE have made a specialty of clock repairing for years and are perfectly familiar with it in all of its branches. Our prices are reasonable. Drop in a postal and we will call for your clock and return it when done without extra charge. MCKENNEY, the Jeweler, Monument Square, Portland.

E. C. JONES & Co.,
INSURANCE
13 EXCHANGE ST.
PORTLAND, ME.

STEPHEN BERRY,
Book, Job and Card Printer,
NO. 37 PLUM STREET.

MISCELLANEOUS.
SOLID COMFORT
at Low Rates.

OUR ENTIRE STOCK OF
SUMMER FURNITURE

to be sold at greatly reduced prices to close out.

\$25 Rattan Suits, 5 pieces, for \$15
\$4 Veranda Rockers, for \$3.00
\$4 " " " " 2.50
\$10 Go Carts, " 6.00
\$9 " " " " 5.00
\$8 " " " " 4.50
\$5 " " " " 3.00

Baby Prices on all Summer Goods.

FRANK P. TIBBETTS & CO.,
4 and 6 Free Street.

IN
July,
August,
September.

When the melon vine commences to twine, And fruits to clog its stomachs incline; Then all should recall, since "aid lang syne," Our mothers have used Johnson's Anodyne.

JOHNSON'S ANODYNE LINIMENT
ESTABLISHED 1810

Dropped on sugar it is pleasant to take for colic, cramps, cholera morbus, all summer complaints, pains in the stomach, bowels or kidneys. For bites, burns, bruises, sunburn, sprains or strains, it is the sovereign cure. All who use it are amazed at its power and are loud in its praise for ever after.

PARSONS' PILLS. ONE A DOSE. For constipation, biliousness, indigestion, headache, all the troubles of the bowels. Price 25c. per box. L. A. JOHNSON & CO., Custom House Bldg., Boston.

FINANCIAL.

PRICE, M'CORMICK & CO.,
70 BROADWAY, NEW YORK.

Members: New York Stock Exchange, New York Produce Exchange, New York Cotton Exchange, Chicago Board of Trade.

BRANCH OFFICE, 216 Middle St.,
Under Falmouth Hotel, Portland, Me.

Execute orders on above exchanges for Banks, Corporations and Individuals, for investment or marginal accounts.

Buy and sell local securities, and negotiate financial transactions in Portland and principal centres of the country, with which we are connected by private wire.

Quotations and information cheerfully furnished on inactive securities of New York, Boston and all other markets.

Correspondence solicited.
Telephone No. 750. Direct Wire to New York.

H. T. WATERHOUSE,
Manager.

PORTLAND & RUMFORD FALLS RAILWAY

Consolidated First Mortgage 4 Per Cent Bonds, Due Nov. 2, 1926.

THE OLD COLONY TRUST COMPANY, of Boston, Mass., Trustee under an Indenture of Trust dated Nov. 2, 1898, between the Portland & Rumford Falls Railway and said Trust Company, Trustee, hereby gives notice that it has the sum of eighty-three hundred dollars (\$8300) which it can apply to the purchase of the Consolidated First Mortgage 4 per cent bonds of said Railway, due Nov. 2, 1926, and that sealed proposals offering said bonds to the amount of said sum or any part thereof, at a price not exceeding par and accrued interest, indicated "Proposals to sell Portland & Rumford Falls Railway Consolidated First Mortgage Bonds," will be received by said Trustee until noon of TUESDAY, August 22nd, 1899, at which time all such proposals will be opened. Bonds accepted must be delivered to the Trustee on or before Friday, August 25th, on which date interest will cease. The right is reserved by the Trustee to reject any or all proposals.

OLD COLONY TRUST COMPANY,
by FRANCIS H. HAET, Vice-President,
Boston, Aug. 4, 1899. aug-10-12a.c

EXCURSIONS.

DAILY EXCURSION
Over the Picturesque Shore Line of CASCO BAY.

The New Twin Screw Steel Steamer **PEJEPSCOT**
Leaves Portland Pier at 10:00 a. m. daily and sails along the most beautiful shores of Casco Bay, touching at the several landings between Portland and Freeport. Return to city 3:30 p. m. Fare for Round Trip 30c.

J. H. McDONALD, Manager.

DAILY EXCURSION,
To South Harpswell.

Round Trip Ticket including first-class Shore Dinner at the Merrycones only \$1.00.

Take Steamers of Harpswell Steamboat Co. from Portland Pier. See time table in this paper. Ask for Dinner Tickets. Casco Hotel Co. Proprietors.

AUCTION SALES.

F. O. BAILEY & CO.,
Auctioneers and Commission Merchants,
Salesroom 44 Exchange Street.

T. O. BAILEY, C. W. ALLEN.

FINANCIAL.
Casco National Bank
PORTLAND, MAINE.
Incorporated 1824.
CAPITAL AND SURPLUS

ONE MILLION DOLLARS.
Interest Paid on TIME - DEPOSITS.

Drafts drawn on National Provincial Bank of England, London, in large or small amounts, for sale at current rates. Current Accounts received on favorable terms.
Correspondence solicited from Individuals, Corporations, Banks and others desiring to open accounts as well as from those wishing to transact Banking business of any description through this Bank.

STEPHEN R. SMALL, President.
MARSHALL R. GOODING, Cashier.

\$150,000
HAVERHILL GAS

SECURITIES COMPANY

COLLATERAL TRUST

5 Per Cent

SINKING FUND GOLD BONDS.

Secured by an Indenture of Trust covering the total capital stock and property of the Haverhill (Mass.) Gas Light Company.
The net earnings for year ending June, 1899, were more than double the interest on the outstanding bonds.
Prices on application.

SWAN & BARRETT,
186 Middle Street.

STATE OF MAINE

INVESTMENTS.

Attention is called to the following list of Maine Bonds paying from 3-1/2 to 4-1/2 per cent.

Washington County, Me. 4 per cent Bonds, Due 1923-25. Exempt from taxation.
Machias Water Co. 5's due 1916.
Oakland Water Co. 5's due 1915.
Newport Water Co. 4's due 1920.
Bangor and Aroostook Railroad First Mortgage 5's due 1925.
Bangor and Aroostook Piscataquis Division First Mortgage 5's due 1925.
Portland and Yarmouth Electric Railway First Mortgage 4's due 1910.
And other high class bonds.
Price and particulars furnished on application.

MERCANTILE

TRUST COMPANY,
57 Exchange St.

WOODBURY & MOULTON,
Bankers,

CORNER OF MIDDLE & EXCHANGE STS.

Investment Securities.

Letters of Credit.

Foreign Drafts.

HOME BONDS

August Investment.

Portland Water Co. 4's, due 1927

Standish Water Co. 4's, due 1928 (Guaranteed by Portland Water Co.)

Portland Railroad Co. 4-1/2's, due 1913.

Portland & Cape Elizabeth R. R. 5's, due 1915.

(Interest guaranteed by Portland R. R.)

Portland Young Men's Christian Ass'n. 4's, due 1918.

Portland & Rumford Falls R'y. 4's, due 1927.

Lawson Gas Light Co. 1st Mtgo. 4's, due 1924.

First National Bank Stock.

Portland Trust Co.,
July 20th

AMUSEMENTS.
MCCULLUM'S THEATRE, CAPE CODDAGE PARK.
THE HOME OF PRODUCTIONS.
Management BARTLEY MCCULLUM.

ONE WEEK, COMMENCING MONDAY EVENING, AUG. 7. MATINEES DAILY COMMENCING TUESDAY.

An Elaborate-Scenic Production of the Beautiful Play.

HUMAN HEARTS

A Drama of Intense Heart Interest.
The entire production under the personal supervision of Bartley McCullum. Round Trip Tickets from Portland, including admission to Theatre only 30c. Reserved seats 10 and 30c extra. Cars leave Monument Square for McCullum's Theatre every 10 minutes. Reserved seats on sale at Sawyer's Confectionery Store, Monument Square. Telephone 335-4.

RIVERTON PARK.
Fragrant With Forest Perfumes.

One Week, Commencing Monday, Aug. 7, AFTERNOON AND EVENING.

THE N. Y.

VAUDEVILLE CLUB

A Company of Ideal Vaudeville Entertainers.
Supplemented at Every Performance by THE FADETTES, The Premier Lady Orchestra of America.

3—GRAND CONCERTS DAILY—3

GEM THEATRE, PEAKS ISLAND.

WEEK OF AUG. 7, MATINEES EVERY AFTERNOON, EXCEPT MONDAY.

MR. JAMES G. BARROWS
and his Excellent Stock Company, presenting the Comedy,

"The Senator."

WM. H. CRANE'S GREATEST TRIUMPH.

Evening performances at 8 Matinees at 2:45. Casco Bay Steamers leave Custom House Wharf at 2:15 for Matinees and 7:30 for Evening Performances. Round Trip Tickets with coupon admitting to Theatre 30c. Reserved Seats 20c. Boxes, six chairs in each box, 30c each chair. Admission without Casco Bay Coupon, 15c. Sale of Reserved Seats at Casco Bay Steamboat Office, Custom House Wharf.

THE BOATING CARNIVAL!

This Magnificent Water Pageant Will Take Place

SATURDAY AFTERNOON, AUG. 12,
Near the Landing at Peaks Island.

The most Beautiful Girls and Handsomest Young Men who are spending the Summer at the hotels and cottages on Cushings, Peaks, Little and Great Diamond and Long Islands will have a parade in beautifully decorated Boats and Floats for the following prizes offered by the Casco Bay Steamboat Co.:
Best decorated large boat or float and occupants, \$10.00; second best decorated, \$5.00. Best decorated small boat and occupants, \$10.00; second best decorated, \$5.00. Best decorated sail boat and occupants, \$5.00. Best decorated steam launch and occupants, \$5.00.
This will be the largest and most beautiful Carnival ever seen in our harbor. Tickets 25c to Peaks Island and return and see the Carnival.

General Manager Casco Bay Steamboat Co.

LOTS OF FUN
AT PEAKS ISLAND, TUESDAY EVENING, AUGUST 8th.

COMIC FIRE WORKS.

Something Entirely New. Never Seen Here Before.

The Casco Bay Steamboat Co. have contracted with the Tilton Fire Works Co., of Boston, to give an exhibition of Comic Fire Works. Everybody will be pleased. Tickets 25c to the Island and return and see the Fire Works.

C. W. T. GODING, Gen'l Manager C. B. S. Co. aug-4-44t

FINANCIAL. FINANCIAL.

INVESTMENTS.

\$130,000 Syracuse Rapid Transit Railway Co. First Mortgage 50 year 6 per cent bonds, Due March 1st, 1940.

Price and full particulars on application.

\$100,000 International Paper Co. First Mortgage 15 year 4 per cent optional bonds, Due 1913.

These bonds cover the entire earnings of the International Paper Co. and in addition are a first mortgage on the Ammoniac Lumber Property, situated in Coos County, N. H. Price and particulars on application.

\$25,000 Lewiston, Brunswick & Bath St. Ry., First Mortgage 20 year 5 per cent Gold Bonds, Due 1918.

Price and full particulars on application.

\$10,000 Manassas Railway Co. of Manassas, Brazil, First Mortgage 15 year 6 per cent Gold Bonds, Due 1913.

Manassas is

MUSIC AND DRAMA.

THE GEM.

There was presented at the Gem theatre last night a comedy—"The Senator"—which, it is not too much to say, is the equal if not the superior of any play of comic tendencies yet written by American playwrights. It has been done in Portland before at an in-town theatre but never at the suburban Gem, hence the Gem theatre-goers have much to store for them this week. "The Senator" may be called a "typical" American play, not that there are many like it but because it treats of characters who are common in the life of this country and whom one may see any day without even going to Washington where the play's scenes are laid. Of course the title role falls to James O. Barrows and he doubly proved last night (if such proof were needed) that his merit as a character actor is no greater than as a comedian. For the part of Senator Hannibal Rivers is trifling of comedy, humor and wit, and only a player possessing these essentials may attempt it. Perhaps the next important of the male characters is Lieutenant George Schuyler played by John Craig. The lieutenant is a handsome chap and agreeable, but the attribute "hustle" has no place in his make up. When everyone is at their wits end with excitement over the prospective passing of an important bill through Congress, Schuyler unobtrusively walked off the stage, telling the impatient ladies whom he has been chatting with, that he will "bring them the news in a flash!" Mr. Craig brought out the dry humor of the lieutenant in fine fashion.

In a part which heretofore has not been considered more than a "bit" Lawrence Eddinger did a brilliant piece of acting. His Ling Ching, the secretary of the Chinese legation, was droll and showed the imitative characteristics of the Chinese in a wonderfully realistic manner. Armstrong, the secretary of state was done by James W. Bankson, who made his first appearance with the Barrows company. This character is an elderly man and afforded Mr. Bankson opportunity to show his versatility, for heretofore he has more frequently portrayed younger roles. James Dickson secured his customary hit as Krastus, general factotum to Senator Rivers. The Austrian diplomat and "wrecker of homes" was George Farren and he not only acted but "made up" the part excellently. Charles Rowan, an Englishman, who is the latest addition to the company, proved that he is a decided acquisition. As Silas Denman, father of the girl Senator Rivers loves, Mr. Rowan demonstrated his worth as an emotional player. Alben Bass and John Lancaster, had important roles and made the most of them. Florence Stone as Mrs. Adelaide Hillary was the best of the women in the cast. This is the sort of part in which Miss Stone fairly shines and her gown was "dreams of the modiste's art." Mrs. Craig, Annington and Blanche Hall made up the remainder of the splendid cast. In the second act the stage was illuminated by large electric arches which constituted an imposing spectacle. "The Senator" will run throughout the week with daily matinees.

MCCULLUM'S THEATRE.

"Human Hearts," a comedy drama in four acts and six scenes, written by Hal Reid, was presented in this city for the first time at McCullum's theatre last night and the production was in every way worthy of the theatre and its genial manager. It will easily rank with the most notable productions given at this popular play house, and the large audience last evening, which in point of numbers was second only to the largest of the season were wholly delighted with the play and company. The scenery of every act was decidedly elaborate and beautiful, especially the snow scene of the second act and the second scene of the third act representing a cell floor of a prison. The story of the "Human Hearts" is of absorbing interest and humor vies with pathos throughout the entire four acts. The plot is original and well developed, the dialogue is brisk, the situations and climaxes dramatic and often thrilling and the characters strongly drawn and natural, afford every member of the cast excellent opportunity to do good work. Bartley McCullum returned to the cast last night in an impersonation of a tramp Jim Mason and kept the audience convulsed with laughter. It is a good part and well played by Mr. McCullum whose patrons gave evidence of their pleasure at his return by according the popular manager and actor a decided reception on his appearance. Robert Wayne as Tom Logan, a cross roads blacksmith gave his usual finished performance, and A. H. Stuart contributed a fine character sketch as his father Samuel Logan. Thomas Reynolds made another big hit as Jimmy Logan, a demoted boy, and J. E. Armstrong was as conscientious and capable as ever as Governor Markham. Frederic Armada was cleverly impersonated by Stephen Wright and George Monserat gave a faithful and artistic portrayal of "Mose," an old colored farm hand. Robert Guillard as Warden Western, Joseph Callahan as the guard Carrigan and William Robert as Herbert Shaw were equal to the requirements of the parts and gave good performances. Lisle Leigh assumed the character of an adventurer, Jeannette Logan, and gave a careful,

AUGUST FLOWER.

"It is a surprising fact," says Prof. Houton, "that in my travels in all parts of the world, for the last ten years, I have met more people having used Green's August Flower than any other remedy for dyspepsia, deranged liver and stomach, and for constipation. I find for tourists and salesmen, or for persons filling office positions, where headaches and general bad feelings from irregular habits exist, that Green's August Flower is a grand remedy. It does not injure the system by frequent use, and is excellent for sour stomachs and indigestion." Sample bottles free at F. E. Fickett's, 312 Danforth, E. W. Stevens, 197 Portland, McDonough & Sheridan's, 235 Congress, and J. E. Gould & Co., 301 Federal St. Sold by dealers in all civilized countries.

IN THE KLONDIKE.

Experiences of a Portland Man.

Harry Nevens of Woodfords Returns Home.

Story of His Hunt For Gold.

A Series of Terrible Hardships With Small Reward.

The many friends of Mr. Harry A. Nevens, who resides with his mother, Mrs. H. H. Nevens, Spring street, Woodford, will be glad to learn that he has returned from his 18 months' journey to the Klondike and that he is in the best of health and glad to return to his home and old friends. It was only a few weeks ago that the PRESS published a letter written by Mr. Nevens to his mother in which he said he should return home in the early fall. The letter was written last March, but Mr. Nevens was more fortunate than he expected to be and so secured a means of transportation home much earlier than he supposed he could so he is home at least six weeks ahead of first calculations.

The party of which Mr. Nevens was a member left Portland early in February of 1898 en route to Edmonton, Canada, where they purchased bob sleds, etc., with which to make the journey. The party consisted of Mr. Nevens, Victor Brewster, a motorman for the Portland Railroad company; Mr. Harry Phillips, of South Portland, employed at the light house at the Two Lights, Cape Elizabeth; Mr. W. S. Jones, of South Portland, and Mr. Charles Morrill of Orr's Island, the two last named, however, having returned to their homes last August.

The outfit purchased for the journey consisted of 1000 pounds of beans, 8000 pounds of flour, 800 pounds of bacon, a quantity of evaporated potatoes, sliced and dried; canned onions, and other well known staple articles in cans. There were six bob sleds, one for each of the party. Each man wore a heavy, common suit of clothes and carried with him several suits of underwear. For footwear the men purchased Indian moccasins, made of moose skin, the tops of the moccasins coming up well onto the ankle. For headgear a heavy fur cap was worn and for the hands heavy lined gloves.

DOLPHIN IS HERE.

She Anchored Off House Island 7 O'Clock Last Evening.

The United States dispatch boat Dolphin left Boston Monday at 11 o'clock a. m., and anchored in Portland harbor just off House Island at 7 o'clock in the evening. On the boat were Mrs. Long, wife of the Secretary of the Navy; Miss Long and a party of ladies from Massachusetts. Secretary Long is expected in the city today when he will join the party. The officers of the boat are Capt. Sutherland, Lieut. Kittell and Snowden, Chief Engineer Griffin and Dr. Eunich. The complement of men is something like 110, and last evening about 8.30 o'clock the steam launch Helen with a party of the "blue-jackets" was at Custom house wharf to carry all arriving mail to our distinguished visitors.

FOR ADMISSION TO NORMAL SCHOOLS.

The trustees of the State Normal Schools have adopted the following regulations for admission of students to said schools:

- 1—All college graduates are to be admitted without examination.
- 2—Graduates of high schools, academies, seminaries and other secondary schools, having courses of study covering four years and fitting for college, will be admitted without examination on presentation of diploma.
- 3—All persons holding state certificates of any grade will be admitted without examination on presentation of said certificates.
- 4—All other persons must pass a satisfactory examination in common school studies.

Candidates for examination are requested to send their names to the state superintendent before August 20, 1899, in order that they may be notified of places of examination.

BRUNSWICK DOESN'T LIKE IT.

Brunswick, August 7.—The echoes of that temperance mass meeting at Merry meeting park last Sunday have not yet died away and there is a week ago prospect that the echoes may grow even louder than the original speeches. It appears that after the meeting was over there was a very warm interchange of words between certain citizens of Brunswick and the speakers who had just stepped down from the rostrum.

Does Coffee Agree with You?

If not, drink Grain-O—made from pure grains. A lady writes: "The first time I made Grain-O I did not like it but after using it for one week nothing would induce me to go back to coffee." It nourishes and feeds the system. The children can drink it freely with great benefit. It is the strengthening substance of pure grains. Get a package to-day from your grocer, follow the directions in making it and you will have a delicious and healthful table beverage for old and young. 15c and 25c.

Insist that your grocer gives you GRAIN-O. Accept no imitation.

exhaustion. We succeeded in getting the last of our goods at our new camping ground, October 10. The day that we arrived with the last load of supplies there was a heavy snow storm and we were living in tents, as we had not had time to build our huts. While we were gone on our last trip get the balance of our supplies, a large quantity of our goods stored on the 'cache' were stolen, probably by Klondikers who were short of supplies. We were now short of provisions and knew that if all three remained in the north that it was only a question of a short time before one or more of us would starve to death, so we held a conference among ourselves and Brewster then decided that he would strike out for home as he had an opportunity to go with parties that were returning. From the region of the Black and Findley rivers we moved on to a point ten miles distant, to a place where there was a chance to secure what we needed, a supply of fire wood to use through the approaching winter. When we started out from Edmonston in the spring we had 17 horses with which to help make the journey, but all were now dead and we had to carry our packs weighing from 50 to 60 pounds each on our backs for a distance of ten miles as there was no snow on the ground so that we could drag them. After all of our supplies had been landed we commenced to build our log hut. While we were tenting here we found it pretty cold weather, and would wake up in the morning only to find frost half an inch thick on our blankets where our breath had crystallized during the night. We had no idea of how cold it really was as we had no thermometer with us.

"November 8 we completed the building of our log hut which was roughly finished and was 10x16 feet in dimensions, and was occupied by four of us, two of the party being Minneapolis boys. A few days after we had become nicely located, Phillips of South Portland and McCloud, one of the Minneapolis boys, decided that they would go back to Fort Graham, a distance of 100 miles, and see if there was any mail for our party. The snow was very deep and so the boys turned back before they had gone very far.

"It must be remembered," said Mr. Nevens, "that it is no small job to start out on a trip even if for only a short distance, as we have to carry axes, shovels, bedding and provisions. We were getting along finely at our camp until the Minneapolis boys were taken sick with the scurvy. The rest of the party were ignorant as to the method of treating the disease so we were naturally very much alarmed for their welfare, as they were sick almost to death.

"February 9th, we started out with hand sleds for Fort Graham to see what we could do for the sick ones in the way of medical assistance. On this trip we had no trail to follow, so we simply kept on, trusting to luck as to our chances for reaching our destination. We could not travel through the bushes as the snow was so light and deep. On our journey we had to cross a creek, the water of which was like a boiling spring, so that the ice above was very brittle and we found it very difficult to travel as we were constantly breaking through the ice. It is no easy matter for a man in such a position to rescue himself, surrounded as he is with ice and hampered by the snow shoes on his feet which are naturally very cumbersome to handle under water. We had an idea that we were going to travel about fifteen miles a day, but after having been out three or four days, we had not gone over a dozen miles, and as we had only covered a distance of about three miles the fourth day we decided to return to our camp.

"On the return we struck moose tracks and followed them, thinking that perhaps if we could get some of the moose meat to carry back to the camp that the sick boys would cheer up and improve by a change of food. We were soon rewarded by the sight of four moose which we run down and succeeded in shooting two of them. We skinned the moose and cut them into quarters. We then started back to camp with a quantity of the meat. The meat proved to be just what the sick boys needed as they commenced to improve at once, and within a week we could see some color in their faces. Two of the party remained to take care of the sick ones while the others went back to get the remainder of the meat and haul it back to camp.

"While we were on the way back to camp we experienced some extremely cold weather and one day we found it necessary to travel 60 miles on our snow shoes, as we could not keep comfortably warm except we were moving briskly about. We were rewarded for our bitter cold experience however, as we discovered another moose which we killed and carried back with us to camp. It took about three-quarters of an hour to skin a moose, to get the meat and one has to work fast at that as the blood will freeze onto the knife in less than a minute. We decided as it was so cold that we would leave our sleds and get back to camp as soon as possible. We were well high exhausted now and found it necessary to rest frequently on our journey. We arrived back in camp, having covered a distance of 50 miles in two days without a wink of sleep.

"We now decided to go ahead leaving our camp March 6 over to the summit. We had to travel 40 miles so we decided to quadruple the distance, going ten miles and then build a 'cache' and come back and return with the balance of our supplies. Four days afterwards we left the camp for good, reaching a place beyond the summit the last of March. We then reached a place where we thought we could float boats so we located our camp and saved our lumber to make a boat. We remained here in camp until May 23, when we met a party of three men, a man and his son from Manitoba and a companion from Battleford, Cal. These were the first civilized beings that we had seen since last fall and you can rest assured we were glad to see them. They had made the journey in a comparatively easy manner as they had our trail to follow. Our sick men were now much improved. The Canadian



SYRUP OF FIGS
ACTS GENTLY ON THE
KIDNEYS, LIVER AND BOWELS
CLEANSSES THE SYSTEM
DISPELS EFFECTUALLY
COLDS, HEADACHES, OVERCOMES & FEVERS
HABITUAL CONSTIPATION
PERMANENTLY TO GET
ITS BENEFICIAL EFFECTS.
BUY THE GENUINE—MAN'D BY
CAIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CALIF.
FOR SALE BY ALL DRUGGISTS, PRICE 50c PER BOTTLE.

party left us in a few days and pulled down the river to reach a trading post. Our party started down the river but found our boat was rather small to carry our supplies. The river was also very shallow and we struck numerous sand bars which made it necessary for us to get out and either drag or lift the boat over the bars. We couldn't see ours as the river was so crooked and ice surrounded us.

"We overtook a party of 25 people that we had seen in the fall that had been travelling continually. Nearly all of this party were smokers and we found that their supply of tobacco had been exhausted several months before. The men in order that they might enjoy smoking had been using coffee as a substitute. As we had a quantity of tobacco with us we gave the party a supply which they appreciated very much.

"Our journey from the east branch of the Black river was a very hard and tedious one. We found the west branch of the Black river and had to portage a distance of three miles reaching the main branch of the river down which we started. We knew nothing whatever about the river and had no chart, so it was a hazardous undertaking. We reached an old post a distance of 60 miles at the mouth of the river. Here we met a party of two campers composed of Klondikers that had come in by another route. The post was one formerly inhabited by the Hudson Bay company, Indians, but had been abandoned as nearly all of the Indians had died off. The Hudson Bay company are responsible for the condition of affairs among the Indians as they keep them in ignorance in all matters, and as a result intermarriages are numerous. These marriages usually result in death from scurvy. Naturally the object of the company in keeping the Indians in ignorance is to enable the company's agents to trade for animal furs, skins, etc., with the Indians at ridiculously low figures.

"The regions about the Black river are abundant with game. One camp that we came across had in a short time secured 35 moose, another camp had 20 mountain sheep and five caribou. These mountain sheep are to be found at the extreme peak of a mountain where the temperature is between 50 and 60 degrees below zero.

"From this abandoned trading post a party of our party struck out for a journey of a hundred miles to McDame's creek. The journey is over a hard mountainous trail. The others of the party went down into the Leard river and waited there three days or the ice to break up. Our party then started out for Leard post, a hundred miles distant, at the mouth of the Deser river. Five miles after starting out we reached the Cranberry rapids and got two miles through them when we met with a disaster. There were 30 of us in the respective parties and we covered the distance in four days. We had gone nearly through the rapids when the head boat met with a disaster which cost one man his life. The men in the head boat were trying to make too much headway when suddenly the boat was smashed by going over the rapids. As a result the boat was destroyed and one of the men drowned. We dragged the river for three days but could not find the man's body, so we journeyed on, taking care of course to avoid the rapids. We took the remainder of the unfortunate crew into our boats. Before we reached Leard post we met a party of about fifty who came in from Devil's Portage. Here we also met a relief boat sent out by the Canadian government to take the sick and disabled Klondikers home. The most of the sick ones were men advanced in years. There were twenty sick ones waiting to go home and we were told that it would be early in the fall before they could reach their homes owing to the slow rate of speed that the relief boat could maintain and properly care for the sick ones. This relief party also rendered our party great assistance.

"Landing at Leard post, which is a central point, and where it is possible to get most any kind of news, we learned from a party just returning that it was useless to explore further north so we decided to put back for home, which we did leaving three about the first of June, and arriving in Seattle about two weeks ago. Carl Gustafson, a Swede, my companion, and myself, started for home a civilization with our packs weighing about 60 pounds on our backs.

"Our first point was to reach McDame's creek, a distance of 120 miles, where we got a boat and rowed to Laketon, a distance of 75 miles, against a strong current. We made that journey in six days. We next went 23 miles to Dease lake where we packed up and started on foot for Telegraph creek about a hundred miles distant. From here we went to Glenora, twelve miles further on, where we struck a river steamer that went to Fort Wrangle.

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"We arrived at Fort Wrangle, July 4th, and found the Indians celebrating the day in running races, tug of war and other sports. We staid at Fort Wrangle three days and then boarded the steamer Rosalie, bound for Seattle."

Speaking about the horses used in the northern climates Mr. Nevens says that they are tough little animals and will stand no end of hardship. They will jump anywhere. In making the descent of a hill the horses will set on their haunches and slide down with their packs still on their backs.

Mr. Nevens said that during the past spring he and his companion had travelled a distance of 600 miles on snow shoes, hunting moose meat, etc.

Speaking of hardships Mr. Nevens said that one has to endure a good many of them.

"One day in making a journey of the Leard river," said Mr. Nevens, "my partner and I lost all of our supplies excepting a quantity of bacon and beans. Our cooking utensils were all lost as the boat leaked and sunk on us. The Klondike travellers are as a rule very free hearted and we were soon fitted up with more supplies and cooking dishes."

"Talk about mosquitoes," said Mr. Nevens, "we of the Middle and Atlantic states don't know anything about them. In the warm season in the Klondike regions you encounter mosquitoes in swarms. Their bite is terrible but not very poisonous."

Speaking of the climate Mr. Nevens says it goes to extremes, some days in the summer it is very warm in the day and cold at night. The temperature in the summer season averages about 100 degrees and the coldest weather he has seen is about 60 degrees below zero and occasionally the mercury will drop to 80 degrees.

Mr. Nevens says that traces of gold are to be found all through the Klondike region. On the Findley river the prospector first finds it and keeps on travelling hoping to find more further on, but all in vain. Traces of gold can also be found on the Black and Leard rivers, but not enough to pay a man to stop and work. A man can earn about a \$1.50 a day in digging but with the extreme prices charged for the necessities of life it hardly pays a man to work at those figures.

The only gold that Mr. Nevens of his party saw was the flour gold.

When Mr. Nevens left the Black river regions flour sold at \$35 per 100 weight, and other supplies at correspondingly high rates.

Speaking of the men that travel in the Klondike Mr. Nevens says that as a rule they are all good respectable people, as the drones and alphas fellows get tired of the hardships and turn back home early in the game.

Mr. Nevens says that the reports published from the Klondike are greatly exaggerated and that the schemers at Seattle are doing an immense business by their methods of deception and encouraging people to go to the Klondike.

NEW ADVERTISEMENTS.

OUR CLEARANCE SALE

will continue on THURSDAY EVENING, Aug. 10th.
Don't fail to get one of the

Suits at \$4.98, 6.25, 9.50, 12.50, 15.00
or 18.50.

Every Suit we offer is worth more than double the price we ask.

Linen, Crash and P. K. Suits and Skirts at Half or One-Third of regular value.

R. M. LEWSEN & CO., 538 Congress Street.

STORE ON FIRE.

INSURED!

Yes fully, and I will get a fair adjustment.

How do I know?
Why

DOW & PINKHAM
had charge of it.

FIRE WORKS.

Who is there that does not enjoy seeing fire works, even a single rocket has a charm for everybody. Tonight one of the most extensive exhibitions that has been seen anywhere will be given at Peaks Island. The Casco Bay Steamboat company contracted with the Tilton company of Boston to give a first class display and Mr. Tilton will come himself to see that it goes all right. If you go down to the island tonight you may be sure of seeing a grand display. A number of comic pieces will be fired off that will please all that go to see them.

THE BOATING CARNIVAL.

Of course all or nearly all of our readers intend to see the boating carnival next Saturday afternoon. The carnival is like a 4th of July celebration, everybody wants to see the whole show because it is worth more than double what it costs to see it.

MARRIAGES.

In West Scarborough, August 6, by Rev. John A. Ford, Corbet S. Milliken and Jennie A. Stanton, both of Hiram.

In Wiscasset, July 28, James Cole of Wiscasset, R. I., and Miss May Donly of Fall River in Guilford, July 28, John S. Bruce and Miss Blanche F. Wilman, both of Parkman.

In Freedom, Herbert Harding of Knox and Miss Hildie Harding of Thombsville.

In Calais, George F. Marshall, Jr., and Miss Lillie A. Murray.

In Lubec, Gilbert L. Seavey and Miss Amanda Mills; Lorneo A. Marston and Miss Mary F. Wallace.

In Farmington, David Bradley and Miss Bessie Waugh; Henry A. Compton and Miss Eliza M. Pratt.

DEATHS.

In this city, August 7, Capt. Edward W. Johnson, aged 55 years, 11 months.

[Funeral services Thursday at 2 p. m. at his late residence, No. 10 Deering street.

In this city, August 7, Adam S. Skillings, aged 60 years, 6 months, 18 days.

[Funeral Wednesday afternoon at 2 o'clock from his late residence, No. 428 St. John street. At Mt. Desert, August 6, Frank E. Sweetser, aged 31 years, 2 months, 21 days.

[Funeral Wednesday afternoon at 3 o'clock from the West Congregational church, Congress street.

In Togus, August 1, John McCarthy of Brooklyn, aged 72 years.

CHRONIC DYSPEPSIA

Cured by the New Treatment.

IT IS GUARANTEED.

PHILADELPHIA, June 6, '99.

The R. T. Booth Co.,

DEAR SIR: I have suffered with chronic dyspepsia for years and nothing would relieve me. Doctored with the best physicians and grew worse under treatment. Suffered from acid stomach and experienced the greatest distress after eating. Could not sleep and was very miserable. I have used but two boxes of the Hyomei Dyspepsia Cure and am now perfectly well. I recommend it to all my friends who are suffering with the same complaint.

Very Respectfully,
Mrs. LIDIA McLANE MILLS,
1539 Vine St., Philadelphia, Pa.

Hyomei Dyspepsia Cure is Unlike Any Other.

It treats each phase of the disease separately, and contains the only germicide known, which can be taken internally and without danger and yet destroy the bacilli which cause intestinal indigestion (the most dangerous form of dyspepsia). Hyomei Dyspepsia Cure is the only one ever guaranteed. Your money is refunded if it fails to cure. Price 50c. All Druggists. One day's treatment sent free to any address on receipt of stamp.

THE R. T. BOOTH COMPANY,
New York.

THE PRESS.

NEW ADVERTISEMENTS TODAY.

Crow, Moore & Co.
Oren Hooper's Sons,
R. M. Lewsen & Co.,
Paw & Fishburn,
Eastman Bros. & Bancroft,
Goudy & Kent,
Maine Central R. R.,
Grand Trunk Railway System.
FINANCIAL.
Portland & Rumford Falls R. R.

New Wants, To Let, For Sale, Lost, Found and similar advertisements will be found under their appropriate heads on page 6.

Patrons of the PRESS who are going out of town for the season are reminded that they may have the address of the paper changed as often as desired, if they are regular subscribers. To those not regular subscribers the paper will be mailed at the rate of fifty cents a month.

BRIEF JOTTINGS.

The Ladies' Aid society of Shepley camp, S. of V., have been invited to attend the Sons of Veterans picnic to be held Wednesday, August 9 at Underwood Spring park. The party will leave the head of Elm street at 8.45 a. m.

Mr. Haek and his party of boys, after spending a week in London, made a flying trip to Holland via Antwerp. They have now returned to England and are wheeling their way north, to visit Edinburgh, Glasgow, etc. They will call home the 14th, on the Dominion liner Canada.

Today Driver J. W. Baker of Laddie I; Driver J. S. Scribner of Engine I, and Engineer Charles French of Engine 5, will go on a two weeks' vacation.

The committee to secure an extension of Fort Allen park met Attorney Hight of the Grand Trunk railroad, Saturday afternoon, and it was agreed that the plans of the park and the railroad's adjoining property should be made and a second conference then held with reference to the road's cessation of certain portions of its land for the extension of the park.

Schoolhouse repairs are proceeding rapidly. Most of the schoolhouses are being cleaned and coal is being delivered to the Deering schools. A new fence has been built for the Nelson Corner school house and new fences for the schools at Allens and Morrills Corners are in process of erection.

Yesterday the street department began sidewalk work on Forest and Glenwood avenues, Deering, and Vesper and Munjoy streets, in old Portland.

Thieves broke into the shoe store of W. W. Barnes at the corner of Fore and Market streets, Saturday night or Sunday morning. With a diamond a piece of glass was cut from one of the show windows and six pairs of shoes, valued at \$5 were taken. The matter has been reported to the police.

The Preston Hose and Fire company has been organized at Portland for the purpose of the manufacture of hose and rubber tires, with \$50,000 capital stock, of which nothing is paid in. The officers are: President, J. F. Preston of Boston; treasurer, W. C. G. Carney of Portland.

St. Dominic's church was well filled yesterday morning with the friends of the late Father Murphy, for whom a requiem mass was celebrated by his successor the Rev. E. F. Hurley. The St. Dominic's choir rendered appropriate music.

Joseph Foster of Augusta has filed a petition in bankruptcy with the United States district court.

Holmes circle will hold a basket picnic with Mrs. Barker at her cottage at Peaks Island, August 10.

FUNERAL OF MRS. ELLEN CARR.
The funeral of Mrs. Ellen Carr, mother of D. J. and William Carr, took place from the Cathedral of the Immaculate Conception yesterday morning. Rev. M. C. McDonough officiated as celebrant of requiem mass. There was a large attendance of relatives and friends. Interment was at Calvary cemetery.

RIGBY PARK.
The stake meeting is next in order at Rigby on August 14-15. Twelve thousand dollars are being put in purses, and ten classes are being held. Secretary Huntington says that the recent meet was successful both financially and otherwise.

Maine's Greatest Store.

Sounds ridiculous,

doesn't it?—to speak of buying a furnace for \$20,—yet that is the price at which we are selling a newly arrived carload of

TUG FURNACES

each of which will heat in good shape at least two good sized rooms. Each one is complete with grates, and iron casing, all ready to set up.

See them in our basement.

"We pay the freight."

Oren Hooper's Sons

PERSONAL.

Mr. E. F. Lyman and wife of New York City, arrived at Peaks Island last week and will remain until the last of the month, when they go Bangor and Bar Harbor. Mrs. Lyman is a native of Portland.

Mrs. Frank Haggett of Smith street, has just returned from a pleasant visit to friends in Bridgton, Cornish and Naples.

Mrs. Foster, wife of Judge Foster, is spending the week in the city, superintending matters preparatory to the opening of her house on Deering street.

Mr. Augustus R. Toft of Boston, a graduate of Rock Point military school, is the guest of Mr. Carroll G. Curtis.

Mr. Frank Crocker of New York is spending his vacation at Pine Point.

Mrs. John Bowers is in camp at Lake Sebago. Mr. and Mrs. Harvey S. Murray of Washington, have been her guests during the past week.

Mr. H. N. Plinkham of this city, started last night for Buffalo, to attend the National Association of local Fire Insurance Agents. He will be accompanied by F. E. Vetter, Farmington; J. P. Hatchinson, Auburn, and W. F. Curran, Bangor. Gen. Leavitt of Eastport, who was announced to speak at the meetings, will be unable to attend.

Dr. A. V. Thompson and family of this city, started yesterday for a three weeks' carriage ride through New Hampshire.

Dr. Charles Burleigh of Boston arrived here Wednesday from the Adirondacks and left yesterday morning for Boston. Mrs. Burleigh and two sons, Randall and Willard, will remain here until the latter part of August.

Mrs. Humphrey Allen of Boston, the noted singer, accompanied by her mother and brother, are passing a few days in Portland.

Rev. Dean Sills has returned from his vacation which he spent with his family at St. Andrews. Mrs. Sills will remain for another month. Miss Mary Sills is entertaining Miss Eleanor Wright.

Miss Mary W. Apthorpe of Tallahassee, Florida, passed through Portland yesterday on her way to the White Mountains where she is to visit her mother's relatives. Mrs. Apthorpe formerly Miss Milen Osgood of this city, went south immediately after the war with Miss Elizabeth Widgery Varnum and Dean Stratton, recently of Wellesley, to teach the freed men. Miss Apthorpe enters Radcliffe in September and will spend some time in Portland on her return from the mountains.

Harry E. Richards of Portland has gone to Alfred, Me., where he has been engaged to repair the oldest organ in the State.

CHILDREN GIVEN AN OUTING.

One hundred and five children of the summer kindergarten were given a most enjoyable outing last Tuesday morning through the kindness of Manager Newman, and also of the Goudy & Kent company, who provided lunches. The party went to Cape Cottage by special car and it was the first experience of many of the children with sand and rocks. Many of the older boys and girls could not go unless they took their babies along and so the babies all went too, and seemed, indeed, only to add to the general good time.

Besides the weekly excursion, one morning a week is set apart for Flower Day. The children remember it even before they come to school and think of it the entire morning until the time for distribution comes. Friends who have gardens contribute flowers. These are made up into individual bouquets and it is really surprising how much work it is to make 125 bunches, all of equal size and as much alike as possible; for should one child fare better than another there are sure to be heart-burnings.

The bunches that seem to please best are those made up of all the different kind of flowers, for some will sooner than others, and the children try to make at least a part of the bunch last over until next Flower Day. Then, also, they have their favorite flowers as do we.

Sometimes they are allowed to choose their bunches, and they are as particular about it as if they were to last forever, with no chance of a new supply the following week.

EXCURSION TO FABIANS.

The Maine Central will run an excursion to Fabians Friday, the train leaving Union Station at 8.45 and arriving home at 7.45 p. m. There will be a stop of four hours at Fabians. Low rates of fare will prevail.

CAPT. JOHNSON DEAD.

Many Years in the Service of the Government.

Captain Edwin W. Johnson, commander of the United States lighthouse steamer Lilloe, died at 10 Deering street yesterday.

Captain Johnson suffered a stroke of paralysis while on board the Lilloe on a cruise to the eastward last week. Mate William Stetling immediately headed the boat for this city. He was taken to his daughter's home but did not recover.

Captain Johnson was 62 years old, and has been in the government service for some 35 years. He has been in command of the Lilloe ever since she was built many years ago.

He had innumerable friends all along the Maine coast and was well and favorably known.

HARBOR NOTES.

Items of Interest Picked Up Along the Water Front.

The tug Belknap arrived yesterday afternoon with the steamer Mina and Lizzie which went ashore on Petit Manan. The steamer will be repaired at the marine railway.

Yesterday morning the steam yacht Columbia dropped anchor off the yacht club. She is from Hartford, Conn.

The old Laurel was given a trial trip Sunday and managed to keep up with several of the younger crafts and returned to her mooring in good time.

Mr. Charles Wetman, a fisherman who lives on Little Chebogue, was out in his Hampton boat last Friday when he saw a dead whale floating around in the water. With some assistance the monster was taken in tow and carried from Coleman's cove, where he was floating, to Sand Island and hauled up on the beach. The whale's head was battered up pretty badly and the fishermen think it probably killed itself by barging against the rocks.

SAYWARD FAMILY REUNION.

The first reunion of the family of Mr. and Mrs. John H. Sayward of High street, Deering, took place at the Alfred house in Alfred, Friday, July 31, in honor of Mr. Sayward's 78th birthday. Those present were: Mr. and Mrs. John H. Sayward, Portland; Mr. and Mrs. William S. Sayward, Miss Mary A. Sayward, Miss Ella Gertrude Sayward, Miss Dorothy R. Sayward, Master Willam S. Sayward, Jr., Mr. Charles H. Sayward, Master Charles H. Sayward, Jr., Miss Margaret H. Sayward, Boston; Mr. and Mrs. John F. Sayward, Miss Edith L. Sayward, Master John H. Sayward, New York; Mr. and Mrs. Albert H. Sayward, Miss Helen A. Sayward, Miss Elizabeth W. Sayward, Miss Mildred H. Sayward, Master Lyman O. Sayward, Boston; Mr. and Mrs. Edward I. Sayward, Miss Marjorie Sayward, Mr. and Mrs. James F. Moyn, Mr. and Mrs. Russell Lewis, Portland.

A reception was held Saturday evening at the Sayward mansion in Alfred. The house was beautifully decorated with flowers and illuminated with colored lights.

On Sunday an elegant dinner was served at the Alfred house. The tables were decorated with all flowers and ferns and there were appropriate after-dinner speeches.

Mrs. Sayward presented to each one of the children a very fine picture of Mr. Sayward, neatly framed.

A HAPPY MEETING.

Mr. Samuel H. Jumper of Abilene, South Dakota, is visiting his brother, Mr. David Jumper in this city. Yesterday morning Boarding Officer Leroy H. Tobie of the United States barge office met Mr. David Jumper on Portland pier and the latter told him that Samuel Jumper was on the steamer Sebagoedegan which was just getting ready to sail for Harpswell. This was enough for Mr. Tobie for he and the South Dakota gentleman had been side by side in Co. K, 10th Maine Infantry, for two years and the last time he had seen his old comrade was on May 7, 1898, when the company was mustered out here in Portland.

Although 30 years have elapsed since that time Mr. Tobie recognized Mr. Jumper and it is needless to say that the meeting was a happy one to both gentlemen. Mr. Jumper is here to attend the reunion of the 1-10-39 regiments which will be held at Long Island this week.

MORE KISSING BUGS.

Stories of the kissing bug have aroused a great interest in entomology and it is a dull day when a new specimen is not presented to the newspaper offices for identification. Following the South Portland specimen described in the Sunday Times comes one from Libby's Corner which interests us to be a harmless hemlock beetle. Interest in Natural History has long been dormant in Portland and members of the Portland Society are hoping that the kissing bug craze will create more interest in the subject and they stand ready to identify it possible all specimens that are brought to them.

THE CLEARANCE SALE

of Ladies' and Children's garments at R. M. Lewsen & Co's will continue till Thursday evening, August 10th. After which date the prices of everything in the store will be much higher, though this firm manages to sell goods at as low prices if not lower than they can be purchased anywhere in the country.

REAL ESTATE TRANSFERS.
Emily A. Reed, et al. to John R. Dimock and Margaret A. Dimock, house on land on Brown street, \$1. and other considerations.

Tonight

Just before retiring if your liver is sluggish, out of time and you feel dull, bilious, constipated, take a dose of

Hood's Pills

And you'll be all right in the morning.

BALD HEADS

May be Covered With

HAIR by Cuticura SOAP

When all else fails. It clears the scalp of crusts and scales, soothes irritated, itching surfaces, and when used in connection with gentle applications of Cuticura, purst of emollient skin cures, it stimulates the hair follicles, supplies the roots with energy and nourishment and seldom fails to make the hair grow in the most hopeless cases.

Sold throughout the world. Price, CUTICURA SOAP, 25c. CUTICURA OINTMENT, 50c. POT-TER'S OIL AND CHERRY CREAM, 25c. Free. Send for "How to Prevent Baldness." Free.

THE LAW COURT.

Washington County Cases Argued Yesterday.

A law court came in at 9.30 yesterday morning and took up the Washington county docket. The first action to be argued was the bill in equity brought by Charles A. Greedy of Chicago vs. Mary H. Pike of Calais. F. A. Brooks of Boston and Robert Walthehouse of Portland and Heath & Andrews of Boston are counsel for the plaintiff; T. H. Talbot of Boston and Symonds, Snow & Cook of Portland for the defense. The matter has been in litigation for a period of 16 years. It was first instituted in the Massachusetts Supreme court and has been before many Massachusetts and Maine tribunals. By agreement of counsel a hearing was had before Judge Haskell of the Maine Supreme court and evidence taken for its reference to the full bench on questions of law.

The subject matter of the case is in substance this: The plaintiff claims to be the owner of two notes, aggregating \$30,000, under the award of the arbitrator in the United States Supreme court. This award the defense does not deny, but claims that after the award further proceedings were instituted in the U. S. Circuit court for Massachusetts and that here the plaintiff did not plead his award and should therefore be considered as waiving it. During all these years of litigation the money has remained in the custody of a Massachusetts Trust company pending the settlement of the question of ownership.

The next suit taken up was Henry C. Peaseley et al. appellants, from the decision of the Judge of probate allowing a certain instrument to be probated as the last will and testament of Jerome W. Peaseley. Donworth and Lynch for the appellants; Pattangall, Gray and Campbell for the defense.

Arthur L. Stewart vs. John Pesane, et al. The plaintiff claims that his brother owned a granite quarry and contracted with the defendant, Pesane, who was a sub-contractor in the building of the Washington county road, for the latter to blast in his quarry and remove a certain amount of stone. It is contended that the defendant did not fulfill his part of the contract and then Stewart sold his quarry to his brother Arthur, the plaintiff in the action. Stewart warned the quarry in defiance of the warning. Therefore action was brought and at nisi petit a verdict for one cent was obtained. To this verdict defense excepts. Rounds and Gray for the plaintiff; Lynch, McKusick and Pattangall for the defense.

MUNICIPAL COURT.

In the Municipal court yesterday the case against Harry R. Cushing, charged with the larceny of \$3 from Amanda Maskell, was called on for the request of Deputy Marshal Frish.

Sarah McDermott and Catherine Winch were adjudged guilty of disturbing the public peace and fined \$5 and one-half cents each.

Walter S. Lee, convicted of vagrancy, was given four months in the county jail. Eight drunks were given sentences ranging from \$3 and costs to 90 days in jail.

The liquor and pelley seizures of Saturday night will probably be taken up in the Municipal court Wednesday morning.

NEW ADVERTISEMENTS.



ADVANCED STYLES

FALL DRESS GOODS

With the Early Fall days will come the demands for Fall Dress Goods.

Plaids promise to be the ruling fancy for Early Fall and when once you see the handsome color effects produced, the fancy will not seem without foundation.

In Black Goods we have secured not only an unrivaled line of "Crepons," but other choice novelties as well.

PLAIDS.

At \$1.75 Double faced Suitings, and 2.00. plaid or plain backs, in new, desirable shades, fifty-four inches wide.

At \$1.25. Fashionable Camel's Hair Plaids—fifty inches wide, very handsome.

At \$1.00 A fine line of Storm and and 1.25. Bicycle Suitings—fifty-six inches wide.

At \$1.25. Plaid and plain Suitings to match, to please the popular call for plaid skirt and plain jacket or waist—46 in. wide.

At \$1.00. Wool Plaids—54 inches wide—very stylish for skirts.

At 88c. A line of desirable plaids in handsome colorings—46 inches wide.

At 75c. Fine plaid Covert Suitings—44 inches wide.

From \$1.00 Zibeline Plaids and to 3.00. Camel's Hair Cheviots—in gray and black.

From \$1.00 Homespuns in diagonal weaves in handsome shades of gray.

BLACK GOODS.

The manufacturers have outdone themselves in the new Crepons. The most intricate designs have been so skillfully woven that the effects are wonderfully pretty.

From \$1.25 Twenty-five pieces of to 3.00. handsome Crepons. These beauties are so modestly priced that they are pined with in the reach of all.

Single dress patterns of the very choicest description for those who prefer exclusive styles.

From \$1.25 Camel's Hair Cheviots to 2.00. and Zibeline—very choice.

At \$1.25. Venetian Suitings—50 inches wide—used extensively for "Tunic Skirts"—just the right weight to hang well.

From 75c A full line of Sponged to 2.00. Cheviots—for fall suits and skirts—50 to 56 inches wide.

From \$1.00 Handsome Broad-cloths for "Tailor-made" Suits.

At \$1.25. Waterproof Serge—52 inches wide—warranted not to shrink or wrinkle.

From 75c An excellent line of to 1.25. Serges—50 and 54 inches wide—always desirable.

EASTMAN BROS. & BANCROFT.

THE PLACE TO BUY

Golf Capes, Dress Skirts, Wrappers, Storm Skirts, Shirtwaists, Bathing Suits AT WHOLESALE PRICES

R. M. LEWSEN & CO.,

538 Congress St., Portland, Me.

\$1.50

Fabyans and Return

FRIDAY, AUGUST 11th,

VIA MAINE CENTRAL R. R.

Observation Cars Through the Notch.

Train leaves Union Station 8.45 a. m. Train arrives Fabyans 12.35 p. m. Train leaves Fabyans 4.45 p. m. Train arrives Portland 7.45 p. m.

Four hours at Fabyans. F. E. BOOTHBY, GEO. F. EVANS, G. F. & T. A. V. F. & G. M. aug 9-10

NOTICE.

All persons are hereby forbidden trusting or harboring my wife, Ethel B. Gram on my account as I shall pay no bills of her contracting after this date. Baldwin, July 27th, 1899. jly31d3w D. L. GRAM.

H. H. NEVENS & CO., Wholesale Grocers.

Have removed from their former place of business on Fore street to No. 233 Commercial street, where they will be pleased to receive their patrons and friends. PORTLAND, August 1, 1899. dlw

RIVALS OF THE SUN.



A GOOD WATCH

Is a great convenience. A poor one a great annoyance. The Waltham and Elgin Watches are the best. That's the kind we sell. We have 500 of them. We sell the most watches because we sell lower. \$5.00 to \$100.00. Pleased to show you.

McKenney THE JEWELER, MONUMENT SQUARE.

NEW ADVERTISEMENTS.

Portland, Aug. 8, 1899

THE best part of the surf-bathing season is yet to come, you know, and there'll be days and days this month when, if you are at the beach, a bathing suit where you can get hold of it quickly will be exceedingly desirable.

There's a big stock of them here, a wide variety of styles and at all sorts of prices. And caps and shoes and everything for surf bathing.

An excellent Hammock in the basement for \$1.00. Made of closely woven cotton twine with valance and spreader, all ready to be hooked up.

"Sweet Pea" Bonnets. A passing fad at the very top of its vogue now. Plenty of them here.

Golf of course. Clubs, balls, caddy bags, score cards, etc.—the best sorts and a large stock to select from. And Tennis. Rackets, balls, markers, nets and other tennis things.

Lanterns and big paper Umbrellas, for fetes and indoor or outdoor decorations.

Vases and jugs for flowers, punch bowls, lemonade tumblers, chafing dishes, travelling bags, suit cases, souvenirs, pictures, haberdashery for men and women, sun, umbrellas, sweaters. All requirements for summer comfort, for tourists and others.

OWEN, MOORE & CO.

PURITY KISSES.

Best and Purest Molasses Candy ever made.

Put in beside all the recent candy concoctions it sells more rapidly than any of them.

That fact tells the story of the Purity Kiss' Popularity better than words.

The taste is everything. The Purity Kiss taste is the same from the first bite until the last morsel has disappeared.

The Reason: Made from the Best Molasses, Creamery Butter. Manufactured by

GOUDY & KENT.

U. S. ENGINEER OFFICE, 237 Congress street, Portland, Me., July 15, 1899. Sealed no proposal for dredging and excavating ledge in Union River, Me., will be received here until 12 m., Sept. 7, 1899, and then publicly opened. Information furnished on application. S. W. ROZ-SLER, Mat. Eng. aug 8-10-11 sept 3-5 march 1900

A THOUSAND RINGS

To select from. Diamonds, Opals, Pearl. Rubys and all other precious stones, Engagement and Wedding Rings a specialty. Largest stock in the city. McKENNEY, the Jeweler Monument Square. march 1900